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HONGKONG, FRIDAY, OCTOBER 8, 1909.

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SCOTCH WHISKY.

SOLE AGENTS IN
HONG KONG, CHINA & MANILLA.
A. S. WATSON & CO. LTD.
Hongkong, May 1, 1907.

**FEMALE GAMBLERS HEAVILY
FINED.**

Last night the police raided No. 34 Peel Street, where gambling was in progress, and arrested ten women who were playing at fan-tan. Four of them appeared at the Magistrate's court before Mr. F. A. Haselwood, two being fined \$250 each and the others \$5 each. The six who did not appear had their bail returned, one at \$25 and the other five at \$10 each.

HONGKONG SERVICE NOTES.

EXHIBITION.
A competitive exhibition of work, confined, with the exception of one competition, to the Buffs, will be held on Wednesday and Thursday, the 13th and 14th instants, in the R.E. Theatre, Wellington Barracks. The exhibits will include: fret-work, woodcarving, oil and water colour painting, still and working models, ornamental picture frames, fancy knitting, plain knitting, crochet and crewel work, photography, best article made with a total expenditure of not more than 60 cents, music writing, bread (married women), pastry and cakes (married women), ladies' wear (married women), and two competitions for cases of butterflies, one confined to the Royal Engineers. As handsome money prizes are being offered for the various competitions a large number of entries is assured. I hope to be able to give the names of the prize winners in next week's Service Notes.

SOLDIERS' CLUB CRICKET COMPETITION.
A meeting of representatives from the various units in this Garrison was held in Murray Barracks on Wednesday, to revise the rules governing the Soldiers' Club Cricket competition. It was decided that the committee of management be composed of one representative from each unit, with the Hon. Secretary of the Garrison Recreation Club. Lieut. Green (Buffs), was chosen as President. Teams from Co.'s of R.G.A., half battalion of British Infantry Regt., one team from the R.E. and R.A.M.C. and a combined team from the Dept. Corps may now enter. Any ships of the fleet desirous of entering, and the Naval Yard Recreation Club, are also invited. Entries close on the 31st October, and the competition will commence about the middle of next month. All matches will take place in mid-week so that there will be no clashing with the Hongkong Cricket League fixtures.

R. E. DANCE CLUB.
The undermentioned have been selected to form a committee for the above club. President, Capt. D. O'Farrell, R.A.; members, Lieut. H. G. Bagnall, Lieut. P. V. Thicknesse, Lieut. J. de L. Simonds, B. Crump (87th Coy), Sergt. Laurie (83rd Coy), Corporal Brown (88th Coy).

FOOTBALL.
As a meeting of the R.E. Recreation Club held on Wednesday it was agreed to endeavour to start hockey this season. Sapper Maloney was elected Secretary with Sappers Woodford and Wills as Committee. The Sappers have already received promises of support from some of the Departmental players, and they hope to be in the position to commence matches about the middle of this month.

SENTINEL.
B. Coy, Buffs have entered the second division of the H.K. League in place of the Departmentals, who withdrew. The other military teams entered are 65th, 67th, and 68th Coys. from the Artillery, and the Buffs Drummers.

CHAMBERLAIN'S PAIN BALM.
YOU will find a good while before you find a liniment that is equal to Chamberlain's Pain Balm. In cases of rheumatism and sprains it relieves the intense pain and makes sleep and rest possible. Sufferers of the cramps, swellings and lameness are quickly relieved by it. For sale by all chemists and stores.

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GRAND CIRCUS**

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The Largest and Best Circus Combination Travelling the East.
Location of our Tents:—
TRAMWAY TERMINUS, KENNEDY TOWN.

AGAIN TO-NIGHT at 9.15 Sharp.

OUR ALL-STAR COMPANY OF
LONDON & CONTINENTAL ARTISTES
30 IN NUMBER 30

NEXT MATINEE SATURDAY, OCTOBER 9th.

DOORS OPEN 3 O'CLOCK. PERFORMANCE AT 4 P.M. SHARP.
Children Half-price to Matinee only.

Same Great Programme as in the Evening—Nothing curtailed.

**SPECIAL PERFORMANCE
SUNDAY NIGHT.**

For full particulars read our Descriptive Hand Bills.
Military under the rank of an Officer Half-price to the \$1.00 and \$2.00 Seats.
Booking at ROBINSON PIANO CO., LTD.

Notice: Special Trains run before and after performance.
MADAME HARMSTON-LOVE, COL. BOB LOVE, R. ALTON,
Proprietress. Sole Manager. Advance Representative.
Hongkong, September 25, 1909.

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YOU WILL NEVER if you Visit MOHIDEEN & THAHA
in D'Aguilar Street, the new JEWELLERS
and DEALERS in
CEYLON PRECIOUS STONES

AND OTHER JEMS OF EVERY DESCRIPTION.
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Prickly Heat Lotion and Powder
Safe remedies for allaying the irritation.

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HOUSEHOLD AMMONIA
For the Bath and all Toilet Purposes.

NESTOR SANITARY FLUID

A RELIABLE DISINFECTANT
One Pint Tins 50 Cents. One Gallon Tins \$2.

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NOTICE.

HERR HEINRICH KOEHLER will
give a PIANO RECITAL at the
PEAK HOTEL on MONDAY EVENING,
the 11th instants, at 8.30 P.M.
Hongkong, October 7, 1909.

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Hongkong, September 13, 1909.

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CANTON.**

New Twin Screw Steamer.

S.S. SAN CHEUNG
Fitted throughout with Electric Light
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Leaves Hongkong for Canton at 9 P.M.
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SUNDAY, TUESDAY & THURSDAY.

Leaves Canton for Hongkong at 5 P.M. on
MONDAY, WEDNESDAY & FRIDAY.
Fare, 1st-Class, \$2.50 single passage.
Meals \$1 each.

Servants' passages must be paid for
ORIENTAL STEAMSHIP CO., LTD.,
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Hongkong, November 12, 1908.

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A LARGE SELECTION

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A SMALL CASK OF

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IS JUST THE THING FOR A

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COOL AND REFRESHING

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SUMMER BEVERAGES.

Obtainable at Messrs

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MODERATE TERMS AND NO EXTRAS.

BAND AT LUNcheon & DINNER.

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Adjoining the Tramway Terminus, 1,400 feet above Sea Level.

OPEN to the South Wind in Summer and protected from the North-east Wind in

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A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURIST HOTEL.

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In Casks of 375 lbs. net, \$5.50 per Cask, ex Factory

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GENERAL MANAGERS.

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Save 70 % of your current

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current, give a pure white

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OSRAM LAMPS.

16, 32 and 100 Candle Power in Stock.

GREATLY REDUCED PRICES.

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LADIES are reminded that the cool season is now approaching and that

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HAVE JUST UNPACKED THEIR
AUTUMN COATS,

COSTUMES and ULSTERS.

EARLY CUSTOMERS WILL HAVE THE BEST SELECTION.

POWELL'S

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Requisites.

We have just received a large and entirely new assortment of smokers requisites, from the celebrated **B.B. Factory**; including briar, meerschaum and calabash pipes, with and without cases. Qualities ranging from the cheaper kinds to the most luxurious. Also meerschaum and amber, and all amber Cigar and Cigarette Holders, etc., etc.

We specially recommend the new 'Clebo' pipe which embodies the latest contrivances calculated to afford a cool and dry smoke.

CIGARS de Luxe
Highly recommended

GRAND ROYAL—EL TAMARINDO
in boxes of 50...\$8 per 100.

A. S. WATSON & CO., LIMITED,
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PREMIER HALL OF HONGKONG.
DEB VOUE ROAD CENTRAL.

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The Celebrated Athlete and Wrestler
MR. WANDA CRAMER.

MISS GALARDI & LEE
HOUSE OF DANCE.

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Hongkong, April 16, 1907.

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CHINA MAIL, LIMITED.

MEMOS FOR TO-MORROW.

Miscellaneous

4 p.m.—Fifth Meeting of Hongkong

Gymkhana Club, at Happy Valley.

Amusements

9.15 p.m.—Performance of Harlequin's

Circus at Kennedy Town.

General Memoranda.

Monday, October 11—

3 p.m.—Auction of Crown Land at the

Public Works Department's Office.

6.15 p.m.—Meeting of Hongkong Cer-

tainian Yacht Club at Club House.

Tuesday, October 12—

Transfer Books of Dairy Farm Co., Ltd.,

close from this date to 19th inst.,

inclusive.

Wednesday, October 13—

3 p.m.—Auction of Leasehold Properties

at Messrs Hughes & Hong's Sales

Rooms.

Thursday, October 14—

9.30 p.m.—Auction of Chinese & Japa-

nese Curios at Mr Geo. P. Lammer's

Sales Rooms.

Friday, October 15—

12.30 p.m.—Meeting of Dairy Farm Co.,

Ld. at Co.'s Town Office.

Friday, October 22—

11 a.m.—Meeting of Canton Insurance

Office, Ltd. at Messrs Jardine, Math-

eson & Co.'s Office.

The China Mail.

HONGKONG, FRIDAY, OCTOBER 8, 1909.

A CONSERVATIVE BUDGET.

The extremely able and lucid, if some-

what lengthy, explanation of the

estimates for the year 1910 which

Sir FREDERICK LUGARD expounded before

the Legislative Council on Thursday

afternoon should increase the Colony's

new liquor duties he expects to receive five

times the new stamp duties are expected to

return another lot, while retrench-

ments and anticipated increases in

other sources of revenue are esti-

mated to produce the remaining two

lacs. On the whole we can fairly

characterise the new Budget as a

conservative statement of the Colony's

financial position, for it is well to note

that owing to the impossibility of know-

ing what the Home Government will do

in the matter of implementing its

promise to grant a "substantial con-

tribution" towards losses in the revenue

incurred by the contraction of the opium

trade, the full loss has been met this

year from local sources. A perusal of

the Governor's speech will well repay

the time spent upon it by residents of

Hongkong. It will not be His Excel-

lency's fault, we imagine, if the tax-

payers do not rise from the task with a

fairly clear idea that the outlook for the

Colony is decidedly brighter than it was

this time a year ago. To begin with,

we now know what compliance with the

policy of the Home Government in

regard to the shutting down of the

opium divans and the restricting of the

trade will cost us, for the loss to the

revenue for the next three years is set

out in the plainest figures. As matters

have turned out this will not be quite

so heavy as we feared, but the great

thing is that we know exactly where we

stand. Secondly, the Government's

scheme of retrenchment is at last well

under weigh and figures can now be

definitely quoted regarding the savings

which can be effected. Thirdly, there

are beginning to be seen unmistakable

signs of an improvement in the trade of

the port, which of itself tends to foster

the belief that we have at length come

to the end of the long-drawn-out mis-

erious depression which has for an exten-

ded period hung like a paralyzing night-

mare over the commercial activities of

the Colony. Reviving trade means a

better outlook for the revenue all round,

but for the moment the Government is

not inclined to stake too much upon the

prospects. It is well that it should be so.

The Colony's old grievance, the

Military Contribution, comes out badly

again this year. Owing to the fact that

we have to raise more revenue, and that

the Military Contribution is 20 per cent

of our gross receipts we shall have, not-

withstanding our financial shifts, to

put up one more lac than we did this

year. There is one little ray of hope,

however. The Home Government has

consented to an enquiry into the methods

of raising this levy and there is

accordingly a possibility that Mr

CHAMBERLAIN'S proposition whereby the

burden is automatically relieved in

times of stress, will come into operation.

It is against the unfair and unjust

methods of raising this contribution

rather than to the contribution itself

that the Colony so strenuously objects.

One little incident in the course of the

Governor's speech—barely rather a

humorous aspect. It was when his

Excellency touched upon that very

vexed question, the state of the sub-

sidary coinage of Hongkong. He

began by attempting to repel the

charge of apathy, which has been

brought against the administration in

this matter, and then pointed out that

there were only two lines of policy

open to this Government. "One is,"

he said, "to adopt some vigorous

method of restriction of Chinese sub-

sidary coinage, the other is to wait

the result of the pressure now being

brought to bear upon the Chinese

Government to reorganize their coin-

age and especially to control the issue

of their money." After taking the

opinion of many men of light and

leading in the Colony, His Excellency

has apparently made up his mind that

the easiest position for him to assume

is to continue "sitting on the fence"

—some time in the Greek Kalends he

will make a graceful descent, no doubt,

for by that time China will have

accomplished the apparently impossi-

ble task of setting her house in order

including the inauguration of a re-

formed currency. We fear Sir

FREDERICK LUGARD will find he has

very long rows to hoe ere that day

comes. Meanwhile, with a whin-

ical irony which none will appreciate

more than the two gentlemen con-

cerned, he leaves Mr. D. R. DAVY and

Mr. ROSE SHAW to fight out the

question between themselves. Un-

fortunately this does not dispose of

the subject at all. The evil is growing

more and more pronounced from day

to day and the time is surely coming

when a less insouciant attitude will

have to be taken by the Govern-

ment of Hongkong in the interests not

of one or two companies, which

His Excellency alone seems to have in

mind, but of the whole of the middle

and working classes of the Colony.

NEWS OF THE DAY.

"It is still the vacation. The law of the

Meads and Persians designed it so, but

I am not particular," said Mr Justice

Gompertz, at the Supreme Court today,

when Mr Jackson, of Messrs Johnston,

Stokes and Master, asked His Lordship

to hear a case on Monday afternoon.

A good programme, consisting of vocal

solos, duets, and quartettes, and instru-

mental selections, has been arranged for

the social evening at the Y.M.C.A.,

on Saturday. The following ladies

and gentlemen have consented to take

part:—Mrs Goldsmith, Miss Pearce, Mr

W. Anderson, Mr J. W. White, Mr R. E.

White, Mr A. A. Claxton, Mr A. S. Kemp-

thorne and Mr E. L. Ayris. All members

and their friends are cordially invited.

According to reports appearing in

the Home newspapers, a serious difficulty

has arisen owing to the Cabinet's having

declined to entertain the recommendations

of Sir John Fisher, First Sea Lord, and of

Vice-Admiral Sir F. C. Bridgeman, Com-

mander-in-Chief of the Home Fleet, for

an increase of 13,000 men in the personnel

of the Navy, in order to keep pace with

the programme of construction. The reports

appear to have some foundation.

It is not the present intention (says

the Press Association) of Mr Woods, ex-

lieutenant of the Grenadier Guards, to

appeal to the House of Lords against the

decision of the Court of Appeal refusing

him an opportunity of proceeding with his

action for £70,000 damages against mem-

bers of the Army Council, in face of the

Attorney-General's declaration that "the

King might dismiss any officer from the

Army with or without inquiry."

When part of the Archive Office at

Bale was being cleaned recently a sheet

of fifteen rare postage stamps was discovered

amongst a heap of dust-covered papers. The

stamps, which are known to collectors as

the "doves of Bale," are very valuable

and extremely rare. This sheet of fifteen

stamps—the last number known to exist

in one set—has been roughly valued at

£300, but though a much larger price might

be realised if the stamps were sold sepa-

rately to collectors, it is improbable that they

TO VISIT EUROPE.

(Wah Tze Yat Po's Service.)
PEKING, October 6.
Prince Hsuan and Admiral Sah have decided to embark from Shanghai by the German mail on the 17th inst. for Europe.

CHINA'S NATIONAL DEBT.

(Wah Tze Yat Po's Service.)
PEKING, October 6.
Imperial sanction has been given to the memorial of the Board of the Interior recommending that a National Debt be established by the issue of premium bonds on similar lines to the methods adopted by European countries.

CANTON-HANKOW RAILWAY.

IMPORTANT ALTERATIONS IN CONTROL.
(Wah Tze Yat Po's Service.)
PEKING, October 6.
An Imperial decree has been issued ordering that the Canton-Hankow Railway should be placed under the supervision of the Board of Communications and that the post of Director-General be abolished.

CHANG CHIH-TUNG'S LAST MEMORIAL.

(Wah Tze Yat Po's Service.)
PEKING, October 6.
The late Chang Chih-tung, in his last memorial to the Throne, recommended that His Excellency Chan Kung-lung be appointed Grand Councillor and that His Excellency Yung Shih-kai should be invited to return to office. He further advocated that the Canton-Hankow Railway should be placed under Government management.

NEXT PEACE CONFERENCE.

CHINESE QUESTIONS TO BE DISCUSSED.

(Wah Tze Yat Po's Service.)
PEKING, October 6.
The Chinese Minister in Holland has telegraphed that at the Peace Conference to be held at the Hague next year among the questions to be discussed concerning China are those which concern the influence which various foreign Powers should exercise in China and what supervision they should exercise in relation to China's financial policy.

ENTREATING YUAN SHIH-KAI.

(Wah Tze Yat Po's Service.)
PEKING, October 6.
The Grand Council has telegraphed to His Excellency Yuan Shih-kai urging him to return to Peking at once. The Council has also deputed Tsoai Yang Yi Tak to proceed to the statesman's residence and escort him to the capital.

CORRESPONDENCE.

THE OPIUM TENDERS.

(To the Editor of the "CHINA MAIL.")
SIR,—Your correspondent "Disgusted Critic" is writing in relation to the above matter manages to create a superficial impression that he is deeply wounded because the Executive Council has accepted the second highest tender. Then, too, he would like us to believe that he seeks for justice, and economy above all else. But what does an examination of his observations reveal?

In one place he fails to see why a Colony so lamentably short of revenue should "deliberately throw away a sum of \$5,400," which apparently is the difference between the highest and the accepted tender spread over the whole three years. Yet a few sentences further on he wants to know why the present farmer has been discarded.

Would he have a Colony "so lamentably short of revenue" accept the present farmer's tender and thus "deliberately throw away" not \$5,400, but \$39,000?

What a delightfully long-headed and far-seeing Governor "Disgusted Critic" would make, wouldn't he?—Faithfully yours,
COLONIST.

REKUMATISM.
MORE than nine out of every ten cases of rheumatism are simply rheumatism of the muscles, due to cold or damp weather or chronic rheumatism. In such cases internal treatment is required. The best application of Chamberlain's Pain Balm will, that is needed, and it is certain to give quick relief. For sale by all chemists and druggists.

TRANS-SIBERIAN RAILWAY.

Interesting Lecture by Mr. S. T. Dunn.
The Union Church Library Club opened a new session on Thursday under auspicious circumstances, there being a crowded attendance to listen to a lecture by Mr. S. T. Dunn, B.A., F.L.S., F.R.G.S.E. on "The Trans-Siberian Railway." The Rev. C. H. Hickling presided.

In the course of his lecture, Mr. Dunn said the Trans-Siberian route to Europe, now becoming widely known and generally used as a letter-carrying route, was so called because the greater part of its length lay in Siberia, which it traversed from east to west through its whole vast extent. As a passenger route it had not gained anything like the lead over its rivals, the Suez and the American routes, that it had as a mail route. It had now established itself as the quickest means of transit between the Far East and Europe, and a growing number of private and business people used it exclusively for correspondence, but there were still many considerations which prevented its general use for travelling.

The journey was certainly easier and more comfortable now than it was two years ago, when his wife and he travelled by it from London to Hongkong, but it was of course very much easier to go home by a steamer which would take one up at Kowloon wharf and put one down on terra firma in Great Britain without a change. The railway route was gaining its adherents from among those who were pressed for time—it saved them a week or more—from those who disliked a long sea voyage, and from those who wished to see a new part of the world. There was no doubt that the numbers of passengers travelling home or out by this way increased every month. Mr. Dunn then proceeded to say that the journey from London to Moscow could be roughly divided into three stages—(1) London to Moscow; (2) Moscow to Vladivostok; (3) Vladivostok to Hongkong. The first stage could be accomplished in two ways—one could go by sea to St. Petersburg and thence by train to Moscow, or one could cross the Channel and proceed to Moscow by a Berlin and Warsaw. He chose the former in order to see the Kiel Canal and also to pay a visit to St. Petersburg, at those places for the time being, he would certainly take the more expeditious and also more expensive journey across land. Before leaving England the traveller who intended entering Russian territory must provide himself with a passport from the Foreign Office, as his admission would be refused without one, and it should be remembered that the local regulations in Russia must be strictly adhered to in this respect as otherwise much inconvenience and delay might be experienced. Another matter which must be borne in mind is that the fare was the changing of sufficient money into Russian notes to pay one's way en route. The lecturer then went on to give a graphic description of the chief features of interest, these being admirably illustrated by flashlight views of photographs taken by himself and of reproductions from pictorial cards. Speaking of the express from Moscow to Vladivostok, Mr. Dunn said the accommodation was good, the meal arrangements and food were those of Western Europe, and moreover the officials and attendants spoke French, German and English. Tickets should be taken as long before-hand as possible if any special date were required, and the journey—Moscow to Vladivostok, and thence to Vladivostok—The first-class compartment by which they travelled was luxurious, upholstered, with two berths, and was almost as large as a ship's cabin. The windows were all double, and were large enough to give an unusually wide view of the country on both sides. The upper berth was folded against the roof of the carriage, while the lower one formed a transverse seat similar to those in English railway carriages. At the window end a small table stood between this seat and an arm chair placed at the other end of the carriage, while at the door end was a side door leading into a small washing room, which had hot and cold water laid on. The train was artificially heated in cold weather, and the temperature could be controlled at will by an apparatus in the compartment. Baths could be obtained at a fixed extra charge of 100 rubles. This cabin was theirs for nearly a fortnight, and was very comfortable, having proved to be so. The fact that this long journey was so little trying even to ladies and children was, he thought, attributable to three causes—firstly, the complete freedom from dust; secondly, the great width of the broad gauge carriages; and thirdly, the slow pace, which reduced vibration to a minimum. There was a restaurant car attached to the train in which all meals were served, at which was used as a sitting room and library at other times. The second class accommodation was similar to that he had described, differing merely in the upholstery of the cabins and a few minor details. The restaurant car was very comfortable, and they came to the conclusion that they should travel second class if they went that way again. The food on the Siberian trains was remarkably good and moderate in price. As present arranged, the time of transit from London to Hongkong could not be reduced, but the promoters of the line expected that the time of transit between London and Shanghai will eventually be reduced to ten days, and this was calculated on the basis of the transit to Hongkong (for Kowloon) would not be more than a day longer. Having outlined the points of interest on the journey to Vladivostok, Mr. Dunn said all that remained was to tell his hearers how to get from this point to Hongkong. So far as he knew, all the steamers leaving Vladivostok were unappealing, uncomfortable and expensive. Probably therefore the best thing to be done was to what they did—take the first one that left for Europe, which was the nearest point in Japan, going thence by train to one of the ports from which a liner could be taken to Hongkong. Taken as a whole, the Trans-Siberian route was not, at present anything like so easy as the all sea journey to England, but personally he looked back upon the three weeks he had described as one of the pleasantest and most interesting episodes in his life, and he hoped that many of his hearers would some day undertake the journey and enjoy it as much as he did. (Applause.)

LEGISLATIVE COUNCIL.

His Excellency Sir Frederick Lugard presided at the meeting of the Legislative Council which was held on Thursday afternoon. There were also present:—
Hon. Mr. E. H. May, Colonial Secretary.
Hon. Mr. W. H. H. Jones, Acting Director of Public Works.
Hon. Mr. C. McI. Maszara, Acting Colonial Treasurer.
Hon. Mr. A. W. Baxwin, Registrar General.
Hon. Mr. F. J. Baxley, Capt. Supl. of Police.
Hon. Dr. Ho Kai C.M.G.
Hon. Mr. W. Y. Y. C.M.G.
Hon. Mr. E. A. Hawert.
Hon. Mr. E. O'Connell.
Hon. Mr. Murray Stewart.
Mr. C. CLEMINT (Clerk of Council).

HARBOUR OF REFUGE.

Hon. Attorney General moved the second reading of the Bill entitled "An Ordinance to authorize the construction and maintenance of a Harbour of Refuge upon and over certain portions of the sea bed and foreshore situated upon the harbour of Hongkong, and to provide for the purchase of land for the purpose of the Ordinance." The Bill was read a second time.

MALICIOUS DAMAGE.

Hon. Attorney General moved the third reading of the bill entitled "An Ordinance to amend the Malicious Damage Ordinance, 1855." The Bill was read a third time and passed.

LIQUORS ORDINANCE.

Hon. Attorney General moved the first reading of a bill entitled "An Ordinance to amend the Liquors Ordinance, 1907." The Bill was read a first time.

WIDOWS' AND ORPHANS' PENSIONS.

Hon. Attorney General moved the first reading of a bill entitled "An Ordinance to amend the Widows' and Orphans' Pension Ordinance, 1907." The Bill was read a first time.

PROTECTION OF WOMEN AND GIRLS.

Hon. Attorney General moved the first reading of a bill entitled "An Ordinance to amend the Protection of Women and Girls Ordinance, 1907." The Bill was read a first time.

RELIEFATION OF LANDS.

Hon. Attorney General moved the first reading of a bill entitled "An Ordinance to provide for the reliefation of certain lands in the Peak District, and in Kowloon as Recreation Grounds, and to provide for Regulations as to the use thereof." The Bill was read a first time.

FINANCE COMMITTEE.

A meeting of the Finance Committee was held under the presidency of the Hon. Colonial Secretary when the following votes were considered and passed:—

PUBLIC WORKS.

A sum of \$302 in aid of the vote, Public Works Extraordinary, Miscellaneous, compensation for suspension of L.C. No. 3913 in Survey District IV, New Territories.

JUDICIAL AND LEGAL.

A sum of \$90 in aid of the vote, Judicial and Legal Departments, Land Registry Office, other charges, incidental expenses.

SPORTING.

Football.

FIXTURES FOR TO-MORROW.
Hongkong R.F.C. v. Kowloon R.F.C. at 2.15 p.m.
Buffa's Naval Yard v. Military.

CRICKET.

HONGKONG CLUB v. GARRISON.
The above match takes place on the Club ground to-morrow afternoon commencing at 1.45 p.m. sharp. The following will represent the Club:—Messrs. R. E. O. Bird, A. A. Clouston, A. C. M. Riborough, W. N. Edwards, R. O. Hutchison, W. Manning, E. C. Oliver, R. N. R. E. H. O'Brien, T. E. Pearce, A. F. Scott, C. E. Shaido, and W. C. D. Turner.

TO-MORROW'S GYMKHANA.

The last gymkhana of the season, which is to be held at Happy Valley to-morrow afternoon, promises to provide an afternoon of good sport, though the Gymkhana Stakes is partly shorn of its interest as the cup has been won. Garth, being top of the scale with 13 points, wins the cup for this time, but he was only one point behind, but not having been sent to the start to-morrow he cannot make this up. I hear he has been sent up to Shanghai to be got into training for the next autumn meeting. Best Friend has 4 points and Sportsman 3. The race will be of course, be run to-morrow at 2.15 p.m. sharp. I think I can give you the following:—Garth, 13 points; Best Friend, 4 points; Sportsman, 3 points; and the following are the other horses:—Blatt I look to see win fairly comfortably, followed probably by Garth, but the fight for second place will be a close and exciting one. Greyback, carrying only 146 lbs., will give a good account of himself, but I do not look for the winner in him. Limmerton, I think, will pull it off again as he did last gymkhana when Greyback was second and Toodles third. Astral is a good top weight, 161 lbs. Lammerton 150 and Greyback 144.

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Steamer	Tons	Captain	Sailing date, 1908
OCEANO	4637	F. W. Davies	31st October
ATLANTIC	4372	J. Stables	13th November
ATLANTIC	4372	J. Stables	13th November
ATLANTIC	4372	J. Stables	13th November

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S.S. ATHOLL. About 16th October.

S.S. GHAZEE. About 13th November.

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MARSEILLES & LONDON.

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamers	Leave	Connecting Steamers	Due	Due
to	Hongkong	from Colombo to	Marseilles	London
Colombo		Marseilles & London	3 days earlier	1 day later
ARCADIA 7000	Feb. 5	MAINTA 11000	March 5	March 11
ASSAY 7500	Feb. 19	CHINA 8000	March 19	March 25
DELTA 8000	March 5	MAINTA 11000	April 2	April 8
MACEDONIA 10500	March 19	(Through steamer)	April 16	April 22
		(Sailing at Bombay)		
DIVANHA 8000	April 5	MONTGOMERY 10500	April 30	May 6
ASSAY 7500	April 19	MONTGOMERY 10500	May 14	May 20
DELTA 8000	April 30	MOBBA 11000	May 28	June 3
DELHI 8000	May 14	MOBBA 11000	June 12	June 18

Passengers change steamers at Colombo, and those for BRINDISI transfer also to the Express Mail Steamer at Port Said.
Accommodation in the connecting steamer from Colombo is definitely reserved in Hongkong or at time of booking.

FARES TO LONDON (Including Suez):
1st Saloon £71.10 Single £106.14 Return.
2nd " £48.8 " £72.12 "

In addition to the above Mail Steamers the following
INTERMEDIATE (Non-Transit) STEAMERS
will leave for

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CARRYING SALOON PASSENGERS AT REDUCED RATES.

Steamers	Leave	Due
	Hongkong	London
SYRIA 6500	January 28	March 12
SUMATRA 6500	February 9	March 23
SYRIA 6500	February 23	April 6
SUMATRA 6500	March 6	March 20
SYRIA 6500	March 20	April 3
SUMATRA 6500	April 3	April 17
SYRIA 6500	April 17	May 1
SUMATRA 6500	May 1	May 15
SYRIA 6500	May 15	May 29
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These Steamers call also at Singapore, Penang, Colombo, and at Marseilles.
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REGULAR STEAMSHIP SERVICE FOR
MANZANILLO, (MEXICO), CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA, HONOLULU AND SALINA CRUZ (MEXICO).

s.s. Hongkong Maru - 6000 tons gross Oct. 25th, at noon.
s.s. Manshu Maru - 5000 " " Dec. 10th, at noon.
s.s. America Maru - 6000 " " Feb. 5th, at noon.
For particulars apply to
K. MATSUDA, Manager.
TOYO KISEN KAISHA, Yokohama, Japan.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

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HIGHEST-Class, fastest and most luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light and First-Class Dining.

Steamers	For	Leaving
HAISON	SWATOW.	SUNDAY, 10th Oct., at Noon.
HAIRANG	SWATOW, AMOY & FOOCOW.	TUESDAY, 12th Oct., at Noon.
HAICHING	SWATOW, AMOY & FOOCOW.	FRIDAY, 15th Oct., at 1 p.m.

For the convenience of Passengers, Steamers will arrive at, and depart from, the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to
DOUGLAS, LAPRAIK & CO.,
General Managers.

JAVA-CHINA-JAPAN L.I.J.N.

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	FROM	RECEIVED	WILL LEAVE FOR	ON OR ABOUT
		OF OR ABOUT		
TJIMAH	JAPAN	First half of Oct.	JAVA	First half of Oct.
TJIPANAS	JAVA	Do.	SHANGHAI	Do.
TJIKINI	JAPAN	Do.	JAVA	Do.
TJILATJAP	JAVA	Second half of Oct.	SHANGHAI	Second half of Oct.
TJILWONG	JAVA	Do.	JAPAN	Do.
TJIBODAS	JAPAN	First half of Nov.	JAVA	First half of Nov.

THE Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to
JAVA-CHINA-JAPAN L.I.J.N.
Yokohama, Japan.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
KAYIRO	5540	R. Rodgers	Manila	Oct. 8th, at Noon.
AUSI	5540	W. C. Almond	Manila	Oct. 15th, at Noon.

For Freight or Passage, apply to
Shewan, Tomes & Co., General Managers.

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PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

S.S. 'MACEDONIA,'

10,500 tons,

CAPTAIN G. D. BENNETT, R.N.R.

THIS THROUGH MAIL STEAMER FOR
MARSEILLES AND LONDON, VIA BOMBAY.

WILL leave Hongkong on MARCH 19th, 1910, staying at Bombay 24 hours only and is due to arrive at—
MARSEILLES... April 16th.
LONDON... April 23rd.

FARES TO LONDON—
1st Saloon £71.10 Single £106.14 Return.
2nd " £48.8 " £72.12 "

For further Particulars apply to
E. A. HEWETT, Superintendent.
Hongkong, August 18, 1909.

THE EASTERN & AUSTRALIAN STEAMSHIP CO. LIMITED.

MAIL SERVICE.

TO AUSTRALIA.

(SUBJECT TO MODIFICATION).

Steamers	Arrive Hongkong from Australia	Leave Hongkong for Australia
EASTERN	Oct. 19.	19th Oct. at Noon.
EMPIRE	Nov. 15.	15th Nov. at Noon.

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A daily qualified Doctor and Stewards are carried. For further particulars, apply to
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Hongkong, November 2, 1908.

NAVIGAZIONE GENERALE ITALIANA.

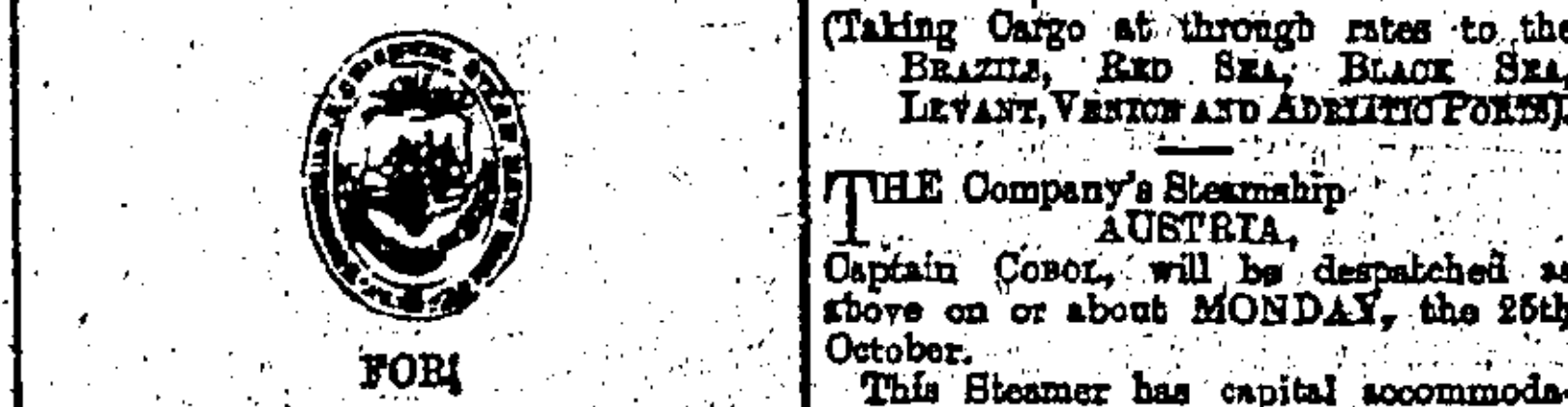
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STEAM FOR BOMBAY.
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Having connection with Company's Mail Steamers to Port Said, Marseilles, Naples, London and Genoa, also Venice and Trieste, all Mediterranean, Adriatic, Levantine and South American Ports up to Callao. (Taking Cargo at through rates to Persian Gulf and Bagdad, also Barcelona, Valparaiso, Algeiras, Algiers and Malaga).

THE Steamship ISCHIA.
Captain Bazzano, will be despatched as above on TUESDAY, the 15th inst., at Noon.

For further particulars regarding Freight and Passage, apply to
CARLO WITZ & Co.,
Agents.

Hongkong, October 6, 1909.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
STEAM TO LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, PORT SAID & MARSEILLES.

THE Steamship CEYLON.
Captain H. N. Rivers, R.N.R., will leave for the above places on or about 20th October, 1909.

Saloon Fare £28.10 (including Suez).
For Freight or Passage, apply to
E. A. HEWETT, Superintendent.
P. & O. S. N. Co.'s Office.
Hongkong, October 6, 1909.

CHARGEURS REUNIS CO.
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REGULAR FREIGHT SERVICE
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THE Steamers of the Chargeurs Reunis Co. proceed from Yokohama DIRECT TO SAN FRANCISCO, without any call en route, thus affording a fast regular cargo service from China and Japan to San Francisco.

The S.S. ANIRAL OLEY.
10,000 Tons. Captain Privat.
will be despatched for San Francisco and other above destinations on or about the 10th October, 1909.

For Freight apply to
JARNHOLD, BARBERG & CO.,
Agents.
Hongkong, October 4, 1909.

THE AMERICAN AND ORIENTAL LINE.
FOR NEW YORK
(With Liberty to Call at the Malacca Coast).

THE Steamship COULSDON.
Captain Tinsdale, will be despatched for New York on SATURDAY, the 30th October, 1909.

For Freight apply to
JARNHOLD, BARBERG & CO.,
Agents.
Hongkong, October 4, 1909.

THE AMERICAN AND ORIENTAL LINE.
FOR NEW YORK
(With Liberty to Call at the Malacca Coast).

THE Steamship COULSDON.
Captain Tinsdale, will be despatched for New York on SATURDAY, the 30th October, 1909.

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Hongkong, October 4, 1909.

Shipping.

CANADIAN PACIFIC RAILWAY CO.

FOR VANCOUVER

THE Steamship OCEANO.

From Hongkong, on
Thursday, 21st October,
for VANCOUVER, VIA JAPAN
PORTS.

To be followed by the
KUMERIC, 18 November.
AMERIC, 16 December.
SUEVIC, 13 January, 1910.
OCEANO, 10 February.
Bills of Lading issued to Victoria, Vancouver and Overland Points in Canada and the United States, also West Indies.

For further information regarding rates of freight, etc., apply to
CANADIAN PACIFIC RAILWAY CO.,
HONGKONG.

Hongkong, October 7, 1909.

NOTICES TO CONSIGNEES

IMPERIAL GERMAN MAIL LINE.

NORDEUTSCHER LLOYD, BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship PRINZ-REGENT LUITPOLD, having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited, Seacoon and West Point Godowns, whence delivery may be obtained.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 13th of October will be subject to sale.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on the 13th of October, at 9.30 a.m.

All claims must reach us before the 17th of October, 1909, or they will not be recognized. Cargo remaining on board after 4 p.m. of the 8th instant, will be landed at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Underwriter.

This Steamer brings Cargo:
Ex as follows: From Venice, NORDEUTSCHER LLOYD, MELOCHER & CO., General Agents.

Hongkong, October 8, 1909.

AMERICAN & MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK & SINGAPORE.

THE Steamship BLOOMFONTEIN, Captain L. L. L. L., having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd., and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 13th inst., at 3 p.m.

All Claims must be presented within 14 days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst. will be subject to sale.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & CO., Agents.

Hongkong, October 6, 1909.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO, HONOLULU, JAPAN & SHANGHAI.

CONSIGNEES of Cargo per Steamship

The above-mentioned steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signature, and take immediate delivery of cargo from alongside.

Cargo impeding the discharge of the vessel will be landed at once at Consignees' risk and expense.

Cargo remaining on board after FRI. DAY, October 8th, 1909, at Noon, will be landed and stored at Consignees' risk and expense.

No Fire Insurance whatever will be effected. All cargo, notwithstanding on TUESDAY, October 12th, 1909, at Noon, will be subject to sale.

All broken and otherwise damaged cargo will be examined at the above Company's Godown on MONDAY, October 11th, 1909, at 10 a.m.

S. SILVERSTONE, Agent.
Hongkong, October 5, 1909.

NOTICE TO CONSIGNEES.

STEAMSHIP FINE BRANCH.

FROM SYDNEY & NEWCASTLE, N.S.W.

SOUTH MANCHURIA RAILWAY

SHORTEST AND QUICKEST ROUTE BETWEEN THE FAR EAST AND EUROPE, VIA DAIRIN.

SUMMER SCHEDULE.

THREE WEEKLY EXPRESS TRAIN SERVICE, composed of: excellently equipped Sleeping, Dining and 1st class Cars, operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with the Dairen-Shanghai Direct Steamer Service by the S.S. 'Kobe Maru' and 'Saikyo Maru' (2,577 tons each) as follows:—

NORTH-BOUND.			
Leave—Shanghai (Steamer)	Arrive—Dairen	Thursday	Saturday
Ar. — Mukden	11 a.m.	Sunday	Tue.
Ar. — Changchun	8.50 p.m.	"	"
Ar. — Harbin (Russian Train)	9.15 p.m.	Monday	Wed.
Ar. — Harbin	5 a.m.	"	Sat.
	8.50 a.m.	"	"
	2 p.m.	"	"

Connecting at Harbin with:
State Express for Moscow. Wagon-Lite from Moscow. State Express for St. Petersburg.

SOUTH-BOUND.			
Leave—Harbin (Russian Train)	Arrive—Changchun	Tuesday	Thursday
Ar. — Mukden	9 a.m.	Thurs.	Sat.
Ar. — Dairen	6 p.m.	"	"
Ar. — Shanghai (Steamer)	7 p.m.	Wednesday	Fri.
	2.10 a.m.	"	Sun.
	12.30 p.m.	"	"
	afternoon	Friday	Sunday

* Russian Train time is 23 minutes earlier than S. M. R. time.

TICKET AGENCIES—The Company's railway and steamer tickets are obtainable at all the Agencies of the International Sleeping Car & Express Trains Co. and Messrs. Thos. Cook & Son.

RAILWAY HOTELS—YAMATO HOTEL (Tel. Add.: 'Yamato') at Dairen (with enlarged accommodation), Port Arthur and Changchun, all under the Company's management.

Fresh stock always on hand at Dairen and Neichuan Depots.

SOUTH MANCHURIA RAILWAY COMPANY, Dairen.
Tel. Add.: 'Mantetsu' Code: A.R.O. 5th Ed., AI & Lieber.

NOTICES TO CONSIGNEES

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship Lightning having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge of the vessel will be landed at once at Consignees' risk and expense. Cargo remaining on board after 4 p.m. of the 8th instant, will be landed at Consignees' risk and expense.

Consignees of cargo from Singapore and Penang are requested to take immediate delivery of their Goods from alongside, and all cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the underwriter.

D. SASSOON & Co., Ltd., Agents.
Hongkong, October 6, 1909.

SINGON & CO.

IRON, STEEL, METAL, AND HARDWARE MERCHANTS. Wholesale and Retail Ironmongers, Pig-Iron and Foundry Coke Importers. General Storekeepers and Shipchandeliers. Nos. 35 and 37, HING LOON STREET, (2nd Street west of Central Market) Telephone No. 215.

Hongkong, September 4, 1909.

LABUAN COAL.

NOTICE—This COAL can only be obtained from THE LABUAN COAL-PHASE CO., Ltd. who are now prepared to supply fresh coal straight from the mine. Consignees' coal at the Wharves. Quick despatch.

Telegrams: 'LABOR LABUAN'.
BRADLEY & CO., Agents, Hongkong.

Hongkong, August 11, 1909.

CARMICHAEL AND OLARKE.

CONSULTING ENGINEERS AND SURVEYORS.

4, Queen's Building, Hongkong.

OLARKE ADDRESS.

CARMICHAEL, HONGKONG.

Codes Used:—Boyle's 10th Edition: A.B.C. 4th and 5th Editions: Heber's Standard: Watkins; Western Union and A.I.

Telephone No. 233.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUND AS AT 31st DECEMBER, 1907: £2,114,284 11 1.

Authorized Capital £2,000,000.
Subscribed Capital £2,000,000.
Paid-up Capital £89,500 0 0.

1st—Fire Funds £1,055,374 13 7.
2nd—Life & Accident Funds £1,058,909 12 2.
Sinking Fund Account £4,507 8 2.

1215, 114, 634 11 1.
Reserve Fire Branch £120,634 11 1.
Life & Accident £1,114,284 13 7.
(Branches) £4,507 8 2.
Sinking Fund Account £4,507 8 2.

The Accumulated Funds of the Fire and Life Departments are free from liability in respect of each other.

SHEWAN, TOMES & CO., Agents.

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